

CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4338. 號八廿月五年七十七百八千一英

HONGKONG, MONDAY, MAY 28, 1877.

日六十月四年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GUTH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DEACON & CO., 150 & 152, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GUTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELON & CAMPELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HONG & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Manila, O. REINSEN & CO., Macao, L. A. DA BRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. BELLING, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TOSIN, Esq.
Hon. W. KESWICK, Esq. A. MUIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.

Shanghai, . . . EVER CAMERON, Esq. Manager.
LONDON BANKERS.—London and Country Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation,
No. 1, Queen's Road West.
Hongkong, March 29, 1876.

Notices of Firms

NOTICE.

WE have This Day Opened a Branch of our Firm at Amoy. Mr F. F. ELWELL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. j22

NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr CONRAD MUNRO DUNNEK, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,

Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. j116

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.
2, Club Chambers,
Hongkong, March 17, 1877. se18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under- signed.

WM. CRUICKSHANK,

Manager.
Hongkong, November 21, 1876.

Auctions.

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on **WEDNESDAY**, the 30th May, 1877, at Noon, At the Premises lately occupied by Messrs BROADBEAR, ANTHONY & Co. THE GOODWILL of the Business of the late firm of BROADBEAR, ANTHONY & Co. Terms—Cash Only! On fall of the hammer in Bank Notes or Cheque. Hongkong, May 25, 1877. my30

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on **WEDNESDAY**, the 30th day of May, 1877, at Noon, on Board,—
The Hulk "CHASE" lately used as the Gunpowder Depot, as she now lies in this Harbour, off STONE CUTTERS' ISLAND, with ONE ANCHOR and CHAIN.

TERMS OF SALE.—Cash on the fall of the hammer; and the Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, May 17, 1877. my30

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on **MONDAY**, the 11th June, 1877, (or Private Sale before the Day of Sale), at 2 p.m.,—

The well-known Tavern called the "STAR TAVERN" situated in Queen's Road West, No. 200, with FURNITURE, FIXTURES, LIQUORS, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

J. M. GUEDES, JR., Auctioneer.

Hongkong, May 23, 1877. jell

For Sale.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."
TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.
JOHN DUNN & Co.'s CLARETS and WHITE WINES.
STANWELL & KENTON'S PORTS and SHERRIES.
MOULTON & Co.'s COGNACS, 1, 2, 3 Stars.
BLANCHY FRERES & Co.'s COGNACS.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. j19

FOR SALE.

THE IRON SCREW STEAMER

"ALBA"

THE above Steamer was Built in Glasgow in 1872, by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 6 inches. Height from Main Deck to under side of Aft Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 84 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Aft Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Beassmer Steel of 4 Blades, with One Spare Set of Blades.

WHEEL.—One Steam Wheel with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MOHRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.
The Engine is quite new; was manufactured by Messrs Matthew Pate & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.
Particulars may be obtained on application to

MORRIS & RAY,

Hongkong, March 29, 1877.

For Sale.

FOR SALE.

LANE, CRAWFORD & Co. have just Received an Invoice of COPE, BROTHERS & Co.'s TOBACCOS and CIGARETTES.
COPE'S GOLDEN CLOUD.
COPE'S BRISTOL BIRD'S EYE.
COPE'S SMOKING MIXTURE.
COPE'S PEELESS CIGARETTES.
COPE'S BOUQUET CIGARETTES.
COPE'S FAIRY CIGARETTES.
COPE'S FANCY BRILLIANTS.
COPE'S WHIFFS.
Hongkong, May 25, 1877. j22

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

PERINET & FILS CHAMPAGNE, IN QUARTS and PINTS.
AMOROSO, VINO DE PASTO, SHERRY.
WIELER & Co.
Hongkong, May 22, 1877. my29

APOLLINARIS

NATURAL MINERAL WATER.

A POLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, as we are informed by an eminent medical friend, liable to that charge which has been so frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival Seltzer Water (Nassau Seltzer Brunnen), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—London Medical Record.

APOLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in little acid diathesis, in tendency to gallstones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—Brit. Med. Jour.

PRICES.

CASE of 50 QUARTS (STONE BOTTLES) \$10
" 60 PINTS " " " \$8
CASES, 8 DOZ. SODA WATER BOTTLES \$15

N.B.—Stone Quarts 3 Soda water Bottles.

" Pint = 1 1/2 " "

\$2 Allowed for the Soda water Bottles, if Returned.

GEO. SMITH & Co., Agents for China and Japan.

NORTON & Co., Agents in Hongkong.

May 9, 1877.

Intimations.

NOTICE.

THE ANNUAL MEETING of the VICTORIA RECREATION CLUB will be Held at the VICTORIA RECREATION Club House on THURSDAY, the 31st Instant, at 8 o'clock p.m.

H. E. WODEHOUSE, Hon. Sec., F. R. C.

Hongkong, May 24, 1877. my31

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOSHAN, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates; Payable either here, in London, in Liverpool, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877. su22

Intimations.

DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS, Hongkong, May 26, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. se1

THE CURRENCY MEMORIAL TO HIS EXCELLENCY JOHN POPE HENNESSY, LIEUTENANT-GOVERNOR OF HONGKONG.

IN Brief, the Memorial draws attention to the unsatisfactory state of the Currency, and requests that no Legislation may be made which would jeopardise or postpone the advent of a clean, undebased British Dollar for Hongkong, which it is understood that every one in the Colony, Native as well as Foreign (the Straits alone excepted) earnestly desires.
The original Memorial, to which have been attached the Signatures of over 150 Bankers, Merchants, Professional Men, Engineers, Manufacturers, Traders, and others, lies at the Office of Messrs SHARP & Co., Bank Buildings, where Printed Copies may be obtained.
Copies also lie for Signature at several of the Banks, Clubs, Stores, and Hotels.

A THOROUGH CORRESPONDENT AND ARITHMETICIAN Desires an ENGAGEMENT.
"Activity," care of this Office.
Hongkong, May 26, 1877.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,

WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co.

20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr A. MUIVER as its AGENT in Hongkong.

By Order of the Board of Directors,

ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and Issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. MUIVER,

Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

PIANO TUNING.

MR. A. HAHN, PRACTICAL PIANO MANUFACTURER, REPAIRER, and TUNER, begs leave to inform the Community of Hongkong of his arrival at this Port on a visit, and that he is now Prepared to TUNE and REPAIR PIANOS, HARMONIUMS, Etc., at Moderate charges, during his short stay.
Orders left in care of Messrs LANE, CRAWFORD & Co. or Messrs CHAS. J. GAUFF & Co., will meet with prompt attention.

Hongkong, May 23, 1877. j26

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "FANAI," Captain REYNIES, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, May 24, 1877.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZON," Comdt. MORTEMART, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, May 24, 1877.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 24, 1877.

FOR SAN FRANCISCO.

The A 1 British Ship "MADURA," STANTON, Master, will load here and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 18, 1877.

FOR NEW YORK.

The A 1 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 26, 1877.

FOR NEW YORK.

The A 1 American Ship "NEW ERA," SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 27, 1877.

FOR NEW YORK.

The A 1 American Bark "ALBERT RUSSELL," Captain CARVER, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 20, 1877.

FOR SAN FRANCISCO.

The A 1 American Bark "ROSETTA McNEIL," BROWN, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 14, 1877.

FOR LONDON.

The A 1 British Ship "LALLA ROUKH," HENDER, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 28, 1877.

FOR LONDON.

The A 1 British Clipper Ship "LEUCADIA," MEARNS, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 20, 1877.

FOR MELBOURNE & SYDNEY.

The A 1 British Bark "NOVELTY," Captain COLLIVER, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE.

The A 1 American Bark "HELENA," Captain SKEW, having most of her Cargo engaged,

For Sale.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA MCNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.
TULLOCHGROUN, British 3-m. schooner, Captain Mason.—Wieler & Co.
HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.
VESTA, German barque, Captain R. Dirks.—Melchers & Co.
HANNAH & MARX, British barque, Capt. A. Smith.—Order.
TAWSEBURY L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

To-day's Advertisements.

FOR YOKOHAMA, HIOGO AND NAGASAKI.
The Steamship
"ELGIN,"
Captain MILLAR, will leave for the above Ports TO-MORROW, the 29th instant, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, May 28, 1877. my29

FOR AMOY, TAIWANFOO & TAMSUI.
The Steamship
"TAIWAN,"
Captain M. YOUNG, will be despatched for the above Ports TO-MORROW, the 29th instant, at 4 p.m.
For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.
Hongkong, May 28, 1877. my29

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"YESSO,"
Capt. S. ALEXON, will be despatched for the above Ports on WEDNESDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.
Hongkong, May 28, 1877. my30

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs BASS & Co.) are prepared to Supply ALE and STOUT of their Bottling at 68 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. C. & Co. confidently recommend it.
Hongkong, May 28, 1877. je28

JUST RECEIVED.

A Invoice of the well-known BRAND CLARET PAUL DUBOIS & Co., from Bordeaux.

After Dinner Claret Chateau Lafite, \$13.50 per case.
After Dinner Claret Chateau Latour, \$12.50 "
Hermitage Claret, \$15.00 "
A good Breakfast Claret, \$3.00 per doz.
Champagne Reims, \$14.00 "
mon, "dry," \$14.00 "

A complete assortment of Gentlemen's SHOES and BOOTS, from \$3.75 to \$5.50. O. L. THEVENIN.
Hongkong, May 28, 1877. je4

GREAT NORTHERN TELEGRAPH CO.

ON and after the 1st of June next and until further notice A WORD RATE will be adopted on the Correspondence between HONGKONG and all places in CHINA and JAPAN, thus only making the number of words actually sent chargeable.

The following rates will be charged: CHINA.—To Amoy, 30 cents per word. To Shanghai, 40 " "
JAPAN.—Nagasaki and other places, 80 " "
For Telegrams to JAPAN BEYOND NAGASAKI should be added the rates of transmission on the Japanese Government lines, viz:—
All places except Hakodati, first 20 words \$2.00, every additional 10 words \$1.00.
Hakodati, first 20 words \$4.00, every additional 10 words \$2.00.

Words containing more than 10 letters will be charged as two words.
Rates of Advertisements will follow.

A. SUENSON, Superintendent.
Hongkong, May 28, 1877. je4

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

WEDNESDAY,

the 30th May, 1877, at 11 o'clock a.m., THE BALANCE OF THE STOCK-IN-TRADE of the late Firm of Messrs BROADBEAR, ANTHONY & Co., comprising: Russian Rope, Seining Stuff, Spungum, White and Tanned Lines, Galvanized Wire Rope, Manila Rope, Galvanized and Iron Chain assorted sizes, Hubbrook's Patent Oil and Assorted Paints, Canvas, Raven Duck, Patent and Ordinary Blocks, Hollow-ware, Hardware, Paint Brushes, Bunting, Ensigns, Dock-lights, Patent Logs, Mast-hooks, Tallow, White Beans, and a variety of other Goods.

Terms.—Cash on delivery in Bank Notes.
Hongkong, May 28, 1877. my30

To-day's Advertisements.

FOR YOKOHAMA.

The 41 British Bark "GLAMIS,"
JOHN KEY, Master, will leave this as above on FRIDAY, the 1st Proximo.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 28, 1877. je1

SHIPPING.

ARRIVALS.

May 27, Norma, British steamer, 606, A. G. Walker, Swatow May 26, General.
—Kwong Ahneong.
May 27, China, from Canton.
May 28, Deucalion, British steamer, 1839, R. J. Brown, Shanghai May 18, and Foochow May 26, Tea.—BUTTERFIELD & SWIRE.

May 28, Dauphine, French ship, 727, Delcomens, Newcastle (N.S.W.) March 29, Coal.—Cable.
May 28, H.M.S. Magpie, from Macao.
May 28, Moorhen, British gunboat, 420, John Hope, Singapore and Manila May 24.
May 28, Sun-kee, Chinese gunboat, from Canton.

DEPARTURES.

May 27, Amoy, for Canton.
27, Montgomeryshire, for Saigon.
28, Alphington, for Tournon.
28, Villa de Rivadavia, for Manila.
28, Esmeralda, for Manila.
28, Oceanic, for Yokohama and San Francisco.
28, China, for Ningpo and Shanghai.

CLEARED.

Flintshire, for Saigon.
Benarty, for Foochow.
Ceres, for Quinhon.
Deucalion, for London, &c.

PASSENGERS.

ARRIVED.
Per Norma, from Swatow, 200 Chinese.
Per Deucalion, from Foochow, 1 Chinese.
Per Dauphine, from Newcastle (N.S.W.), 4 shipwrecked women.

DEPARTED.
Per Montgomeryshire, for Saigon, 80 Chinese.
Per Esmeralda, for Manila, 3 Europeans and 100 Chinese.

Per Oceanic, for San Francisco, &c., 831 Chinese.
Per China, for Shanghai, 34 Chinese.

To DEPART.
Per Benarty, for Foochow, 3 Chinese.
Per Ceres, for Quinhon, 6 Chinese.
Per Deucalion, for Straits, 1 Cabin, 33 Military Invalids, and 154 Chinese.

SHIPPING REPORTS.

The British steamer Norma reports: Light N.E. winds and fine weather.
The British steamer Deucalion reports: Left Shanghai May 18th and had fine weather and light winds to Foochow. Arriving there on the 20th, 21st, 22nd and 23rd rain, since then fine weather with N.E. wind. Left Foochow May 26th.

POST OFFICE NOTIFICATIONS.

MAILS will close:—
For YOKOHAMA, HIOGO AND NAGASAKI.
Per ELGIN, at 2.30 p.m. To-morrow, the 29th inst.

For AMOY, TAIWANFOO & TAMSUI.—
Per TAIWAN, at 3.30 p.m. To-morrow, the 29th inst.

For SAIGON.—
Per OYPHERNES, at 4.30 p.m., on Friday, the 1st June.

For BANGKOK.—
Per DANUBE, at 6 p.m., on Friday, the 1st June.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet GWALIOR will be despatched with the Mails for Europe, &c., on SATURDAY, the 2nd June.

The following will be the hours of closing the Mails, &c.:—
Friday, 1st June.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 2nd June.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra to Postage till
11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 a.m., when the Mail is finally closed.
Hongkong, May 28, 1877. je2

MAILS BY THE FRENCH PACKET.—
The French Contract Packet A V A, will be despatched from Hongkong on SATURDAY, the 3rd June, with Mails to and through the United Kingdom and Europe, via Mauritius, to Saigon, Singapore, Batavia, Gallo, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet.
The following will be the hours of closing the Mails, &c.:—
Friday, June 1st.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, June 2nd.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late Letters.

11.30 a.m., Letters (but Letters only except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until
11.50 a.m., when the Post Office Closes entirely.
Hongkong, May 28, 1877. je3

General Memoranda.

WEDNESDAY, May 30:—

11 a.m.—Sale of Balance of Stock-in-Trade of Messrs Broadbear, Anthony & Co.

Noon.—Sale of Hulk Chase, &c., on board, off Stone Outters Island.

Noon.—Sale of Goodwill of the late firm of Broadbear, Anthony & Co.

Noon.—Yess leaves for Coast Forts.

THURSDAY, May 31:—
5 p.m.—Meeting of the Victoria Recreation Club at the Club House.

FRIDAY, June 1:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.
Glamis leaves for Yokohama.

SATURDAY, June 2:—
Noon.—English Mail leaves for Ports of Call and Europe.
Goods per Elgin undelivered after this date subject to rent.

SATURDAY, June 9:—
Noon.—French Mail leaves for Ports of Call and Europe.

MONDAY, June 11:—
2 p.m.—Sale of Goodwill, Furniture, Fixtures, Liquors, &c., of the "Star Tavern."

FRIDAY, June 15:—
3 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—Elgin leaves for Yokohama, Hio-go and Nagasaki.

4 p.m.—Taiwan leaves for Amoy, Taiwanfo and Tamsui.

THE

HONGKONG DISPENSARY,
Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

BIRTHS.

At Shanghai, on May 20th, 1877, the Wife of WILLIAM HENRY CARTER, Esq., of a Son.

On the 20th May, at 3, Foochow Road, Shanghai, the Wife of M. M. KUHN, late of Yokohama, of a Daughter.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 28, 1877.

It seems to us that the currency question comes to this—whether or not the foreign community shall make a concession to the Chinese that will entail considerable inconvenience upon the former, and support the latter in a practice that is at once barbarous and comparatively useless. In the course of another generation the Chinese will themselves, we venture to think, be ashamed to confess that in 1877 coins were systematically defaced and mutilated by their countrymen. The uselessness of the practice is demonstrated most conclusively by the facts alone that no other nation finds it necessary to mutilate its coinage, and that within such a comparatively short distance as Shanghai no chopping what-ever takes place, the coins there being merely marked with ink. Although we sorely admire the high-handed manner in which "Anti-Bumptions" chose to deal with the letter of "A Chinaman" yet no doubt he hits the right nail on the head, in one sense, when he says that the grievance is not on the side of the Chinese, but on the side of the foreigners, and that the former have the remedy in their own hands. It is a grievance to foreigners, because, although the practice is entirely a Chinese one, yet it necessitates considerable trouble and expense to the foreign firms. "Anti-Bumptions," however, rather begs the question. The cessation of chopping would undoubtedly do away with the grievance, and were Hongkong only concerned that remedy might be very easily applied. But the evil arises on the mainland, where the Hongkong Government is powerless. We can refuse to accept the chopped dollars, but we cannot prevent the chopping. There is no doubt that the refusal to accept the chopped dollars at all here would ultimately put an end to this wretched practice, for the demand for goods on the mainland must be as imperative as the supply, and we very much question if the foreign merchant here would not be in a far better position to insist upon his conditions in such a matter as this than the "middle-man," or native merchant, to refuse them. The point is then reduced to this—are the Chinese to accommodate themselves to the requirements of foreigners, so far as the giving up of a barbarous and useless practice is concerned, or falling that to stand by the present arrangement; or are foreigners to accommodate themselves to the Chinese and consent to the virtual adoption of a chopped dollar coinage. It must be recollected that the Chinese

themselves do not by any means regard the practice of chopping as a useless one. They believe it is a necessary operation and, anyway, they will continue it until they are made to feel it is a disadvantage than otherwise. The Chinese require that their monetary transactions may be conducted on a weight basis; foreigners demand a clean currency. Foreigners in China have to submit to a great deal that is bad and indefensible at the hands of the Chinese, and are they going to submit in this instance? Some of the Foreign firms here have no doubt a great many private interests to consider in the matter; but whatever may be the upshot of the present agitation, we feel perfectly well assured that the Government will never take any steps to compel any merchant here to accept a coinage from the Chinese that the latter have deliberately and systematically mutilated. As to the statement that the chopping of dollars inflicts a hardship on the "middle-man," we refuse to believe anything of the kind. If the "middle-man" can only get so much for chopped dollars, we have sufficient confidence in the business qualities of a Chinaman to believe that he will carry on his transactions on such a basis or in such a manner as to leave a decent margin of profit for himself. The competition in the trade cannot affect the matter. To say that the "middle-men" cannot cover any of the discount they have to lose on the broken silver is equivalent to saying that they have no power whatever over the price of their goods. We do not see why a "middle-man" should not be able to raise the price of his goods to cover any discount on broken silver, as well as he can raise the price when he has to pay more for the goods, through a scarcity in the supply or some similar cause. His confederates have all to receive broken silver, and contend with the same difficulties as himself, and if one of them is able to sell his goods at a certain price and clear a reasonable profit, the other ought to be in a position to do likewise, so far as the discount on the broken silver is concerned. A Commission of Enquiry into the matter will, no doubt, entail considerable trouble, and will probably add nothing to the knowledge on this question of most of the business men in the place. On the other hand, His Excellency the Lieut.-Governor can only have a theoretical knowledge at the most of the matter, and to him the labours of the Commission might prove exceedingly valuable. Certainly no harm could result from the Commission, while it might be of considerable service to the chief Authority in the Colony who will have to deal with the question, if we are to have any further action at all in regard to it.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Via Southern Route.)

THE WAR.

London, May 25, 1877.

Prince Bismarck has returned to Berlin and has held a conference with the Emperor of Germany.

An active exchange of diplomatic communications is going on.

The German Ambassador to Italy has followed Prince Bismarck to Berlin.

The French semi-official journals have assumed a hostile tone towards the French Ministry.

Diplomatic relation between Germany and Italy are very intimate.

There has been a demonstration of the Sofas at Constantinople to demand ministerial modifications.

The Russian troops in Roumania are moving westward—85,000 men are concentrated about the Upper and Middle Danube, which will probably be impassable before the middle of June.

LOCAL AND GENERAL.

The P. & O. str. Zohran, with the next outward mails, left Singapore for Hongkong at 6 a.m. this morning (28th).

At the Marine Court to-day John Bollden, seaman belonging to the British ship Leicester, was fined \$6 for assaulting J. MacPherson, the carpenter.

We learn from the Principal Agent that the Messageries Maritimes Co.'s steamer Amazon left Saigon on Saturday, the 26th instant, at noon for this port. She passed Cape St James at 4 p.m. of same day.

The maximum temperature at the Harbour Master's Office during the last week was 81.0 and the minimum 71.0; at the Peak, the maximum was 72.0 and the minimum 65.0. The rainfall was 2.88 inches.

No less than four large vessels are at present being discharged alongside the Wanchi Pier, which is beginning to present quite a business appearance. The rails are being taken up and relaid, and the godowns are in full swing.

The Superintendent of the E. E. A. & C. Telegraph Company here informs us that the new duplicate cable of the Company to India via Rangoon was opened yesterday for the transmission of telegrams. The Company have now duplicate cables from Penang to

Egypt, while from Egypt to Europe they have three cables, the chief one of which is via Gibraltar and Falmouth.

A JUNK loaded with stone came to grief on Saturday afternoon about 2 o'clock midway between Shaikwan and Yowmah-tee. The accident was owing to the rottenness of the boat which no doubt had seen good service.

Her crew consisting of 7 men were all saved by the timely aid of the crew of Messrs McEwen Fricke's cargo boat which happened to be passing near the spot at the time. The exertions of these men merit, we think, some recognition on the part of the authorities.

At the Marine Court, on Saturday, Ho Ayan, master of the licensed steam-launch Blanche, was summoned at the instance of P. O. Grant, for a breach of the Passengers Act of 1875. According to the Constable's statement he had counted 78 passengers landed from the launch at Yow-mah-tee wharf on the 24th inst., while the boat was only licensed to carry 63. Every precaution was taken to guard against any mistakes being made by him with regard to the number of passengers.—The defendant said it was quite a mistake; other persons had come on board at Yow-mah-tee and left again who were not passengers.—The Harbour Master was satisfied that the constable's statement was correct, and fined the defendant \$10, or 20 days' imprisonment with hard labour.

The Band of the 28th Regiment will perform the following programme to-morrow evening at 8.30 p.m.:—

March and Fanfare,.....Buckhardt.
Overture,.....Stabat Mater,.....Meredante.
Potpourri,.....Giovanna D'Arco,.....Verdi.
Valse,.....Juristen Ball Tunes,.....Strauss.
Selection,.....Norma,.....Bellini.
Gallo Militaire, Gallant & Gay,.....Carroll.

RETURN of Visitors to the City Hall Library and Museum for the week ending May 23rd, 1877:—

| | European. | Chinese. |
|---------------------|-----------|----------|
| Thursday, May 17th, | 45 | 58 |
| Friday, | 30 | 327 |
| Saturday, | 19th, | 31 |
| Sunday, | 20th, | 57 |
| Monday, | 21st, | 41 |
| Tuesday, | 22nd, | 20 |
| Wednesday, | 23rd, | 22 |
| Totals, | 246 | 910 |
| Grand total, 1,176. | | |

HONGKONG TEMPERANCE HALL.

The following Report has been issued by the Committee of the above Institution:—

The Committee of the Hongkong Temperance Hall have to lay before the Subscribers a Statement of Accounts for the period ending 30th April, 1877. The amount of Subscriptions and Donations received is \$1,086.81. The sum of \$868.45 has been expended in Furniture, and \$200 on a Pianoforte. Nearly 20, or say \$168.45, has been written off for depreciation of the general furniture, and the account now stands at \$900. The sum of \$286.10 has been expended in special expenses, which include sundry repairs, carpentering, gas-fitting, &c., and gratuities to the present Manager in lieu of any fixed pay. Of this sum the Committee have written off \$153.05. The Working Account shows a profit of \$146.51. Profit and Loss Account shows a debit in consequence of the sums written off Furniture and Special Expenses exceeding the profit on the Working Account. The Committee feel generally satisfied with the result of the first year's experiment, and hope for active co-operation on the part of all who are able to give it: the Hall is evidently much appreciated by those who frequent it. The entertainments have, as a rule, been well attended, and the Committee desire to express their hearty thanks to those who have taken part in them, and to invite all who are willing to do so to assist. The Committee would mention that donations of Books, Magazines, and Papers for the Reading Room will be very acceptable. They desire to express their thanks to the proprietors of the Daily Press and China Mail for papers supplied free. The Committee feel confident that they may make a further appeal to the liberality of the Community in support of the institution.

Though it would have been more satisfactory to the well-wishers of the Hall if some idea of its working had been given, it is gratifying to observe that the Committee feel generally satisfied with the result of the first year's experiment. The Temperance Hall is now a public institution in the sense that its existence depends in a measure upon public support. It has done tangible good for the sailor, and there is no doubt but that the Committee will be sustained in their good work. The Committee consists of Messrs Thomas Algar, H. E. Braddon, W. Wilson, D. R. Crawford (hon. secretary), and Herbert Cope (hon. treasurer).

Police Intelligence.
(Both Magistrates Sitting.)
May 28, 1877.

A SHOOTING MAN.
Choi Aam, a seaman, was brought up for having returned to the Colony in breach of his conditional pardon. The prisoner was arrested by Chinese Constable No. 890 in a junk at Yowmah-tee. He was convicted in December 1869 of Conspiracy in connection with the Showkwan Murder case, and was sentenced to 5 years' penal servitude. Having served three years he was pardoned on condition of his not returning to the Colony again for the rest of his life. The prisoner stated that since he was pardoned, he had been earning an honest livelihood, by being

employed on board a junk. The Captain had occasion to take his vessel here in order to take cargo, and he was therefore obliged to come with his ship. The vessel had now left for Macao. The Magistrate consideredly discharged him, but ordered him to be sent to Macao by to-day's steamer, and warned him that if ever he should be found here again, such a defence would not avail him.

A PICK-POCKET.
Wong Achi, a coolie, was charged by Ohoy Aseong, also a coolie, with picking his pocket and stealing therefrom \$1, while he was buying some edibles from a hawk. The defendant was sent to three months' hard labour.

FEROUS DOGS.
Mrs Anna P. Seabra, residing in Old Bailey Street, was summoned for having kept a ferocious dog. The complainant Lam Atsoi stated that he was servant in the China Dispensary. He was sent by his master with a letter to Mr Thomas Ide Bowler. He was told to wait for an answer, and while he was doing so, a large white dog flew at him and bit him on the leg, tearing his trousers also.—Mr Bowler likewise spoke against the dog in question. It had attacked him on three occasions and he had complained to the defendant who promised to send it away.—The defendant promised the Magistrate that she would send the dog away, and as this had been done since adjournment, she was only fined \$1 and ordered to pay \$1 1/2 costs to the complainant.

CUTTING TREES.
Wong Anni, a widow, was charged with cutting branches of shrubs on the hill in Pokfulam Road. Fined \$2, and \$1 of which was awarded to the apprehending Constable.

GAMBLING.
Chan Afuk, a coolie, was sent to 21 days' hard labour for gambling in the street. He was identified as having been once before convicted of a similar offence.

LARCENY.
Lew Aam, servant to Capt. Davis H. M. 28th Regiment, was charged with stealing \$6 from Lieut. Farmer, of the same Regiment. The complainant, Lieut. C. H. Farmer, stated that he had his quarters in the Murray Barracks, next to the room occupied by Capt. Davis. His servant who had charge of his things and money informed him of a robbery by the defendant and he had him arrested. The complainant's servant, Lal Ahing, stated that on the morning of the 25th he went with his master to the mess. On returning to the quarters at 9.30 a.m. he observed the defendant come out of Lieut. Farmer's room, and asked him what he wanted. The defendant replied that he wanted to get his master's clothes altered. The complainant suspected nothing and the defendant then went into Captain Davis' room and took out some clothes to air in the verandah. Witness then examined the drawer which he had only closed and not locked, and discovered that \$6 in one \$5 note and one \$1 note were lost. He had suspicion of the defendant, but as he had no direct proof he did not say anything to his master. The next day having learnt that the defendant had been spending money rather freely and had exchanged one \$5 note at a cook-shop, he told Lieut. Farmer of the affair. Lieut. Farmer communicated with Captain Davis and had the defendant brought before him. The defendant denied, however, at first what he had said to the witness regarding the \$5 note: he had changed. But when the question was pressed, he admitted that he had done so, but that he got the note from a man named Ahee. Witness asked him to point the man out, and promised him that he would establish his story, the witness would give him \$5 as compensation for the shame-facedness which he had been subjected to by the suspicion. The defendant agreed to do this and took him to Wanchai. On the way, he said to witness that it was not Ahee who gave him the note but that a man named Apo did. He accompanied him to look for Apo, but the inmates of the two houses he guided to denied that they knew anything of Apo. Ho Apo, servant to Mr. Lindsell, H. M. 28th Regiment, stated that he went to the Koshing Theatre with the defendant at his invitation. Then they went to a cook shop to have some refreshments, and it was here the defendant exchanged a \$5 note.—The account of the cook shop corroborated this statement. The defendant then urged that the \$5 note he got was money repaid him by a man named Apo on account of a loan, and he could not find Apo now.—"Sir, months' hard labour, the Magistrate remarking that he must visit dishonest servants with severe punishment, as an employer can well protect himself from outside thieves but not from dishonest servants.

UNLAWFUL POSSESSION.
Chu Afuk was again brought up for having in his possession a number of Police clothing stolen from the Hinghom Station. Inspector Cameron reported that from the enquiries made, he did not think that the defendant had knowledge of the articles being in his house. Discharged.

BUYING A GIRL.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, MONDAY, 28th MAY, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

| Vessel's Name. | Section. | Captain. | Flag and Rig. | Tons. | Date of Arrival. | Consignee or Agents. | Destination. | Remarks. |
|------------------------|----------|-------------|---------------|-------|------------------|-------------------------|--------------------------|----------------|
| Steamers | | | | | | | | |
| Bonary | 4 c | Potter | Brit. str. | 1120 | May 16 | Gibb, Livingston & Co. | Foochow | To-day |
| China | 5 c | Ackermann | Ger. str. | 648 | May 2 | Siemssen & Co. | Ningpo & Shanghai | To-day |
| Cyphrenes | 5 h | Wood | Brit. str. | 1279 | May 24 | Gibb, Livingston & Co. | Bangkok | |
| Danube | 2 h | Clanchy | Brit. str. | 561 | May 21 | Tuen Fat Hong | London, &c. | at daylight |
| Deucalion | 5 c | Brown | Brit. str. | 1639 | May 28 | Butterfield & Swire | | |
| Duna | 3 h | Steele | Brit. str. | 852 | May 23 | Himan & Co. | Yokohama | To-morrow |
| Elgin | 5 c | Miller | Brit. str. | 900 | May 26 | Jardine, Matheson & Co. | Manila | To-day |
| Emeralda | 5 h | Theband | Brit. str. | 398 | May 26 | A. MacG. Hanton | Saigon | at daylight |
| Flintshire | 4 c | Thomas | Brit. str. | 1243 | May 21 | A. MacG. Hanton | | |
| Gadshill | 4 c | Ranton | Brit. str. | 1240 | May 21 | Jardine, Matheson & Co. | Swatow | |
| Norna | 2 h | Walker | Brit. str. | 608 | May 27 | Kwok Acheong | Foochow | K'loong Dock |
| Ocean | ... | Jaques | Brit. str. | 971 | May 19 | Jardine, Matheson & Co. | Yokohama & San Francisco | To-day |
| Oceanic | 3 h | Parrell | Brit. str. | 3707 | May 18 | O. S. S. Co. | Amoy and Tamsui | |
| Taiwan | 5 h | Young | Brit. str. | 409 | May 28 | Douglas Lapraik & Co. | Yokohama | Mails |
| Tanais | 5 c | Reynier | Feh. str. | 1735 | May 22 | Messageries Maritimes | Coast Ports | 30th, noon |
| Yesso | 5 h | Ashton | Brit. str. | 659 | May 26 | Douglas Lapraik & Co. | | Repairing |
| Yottung | 2 h | ... | Brit. str. | 324 | June 9 | Kwok Acheong | | |
| Sailing Vessels | | | | | | | | |
| Adela | 4 c | Beattie | Brit. bgs. | 354 | May 8 | Eduard Schellhaas & Co. | New York | |
| Albert Russell | 3 c | Carver | Amer. bgs. | 762 | April 13 | Vogel, Hagedorn & Co. | Foochow | |
| Anna | 4 h | Jessen | Ger. bgs. | 447 | May 17 | Wm. Pustau & Co. | | |
| Auguste | 4 h | Thomsen | Brit. 3m. sc. | 210 | May 17 | Meyer & Co. | | |
| Canaan | 8 c | Manson | Brit. sh. | 840 | May 21 | Order | | |
| Capilla | 1 c | Anderssen | Swed. bgs. | 307 | May 25 | Order | | Wanchai Pier |
| Cardioka | 8 h | Carr | Brit. bgs. | 916 | May 10 | Meyer & Co. | | |
| Caura | 4 h | Thiemen | Ger. bgs. | 689 | May 21 | Wm. Pustau & Co. | Quinhon | To-day |
| Ceres | 4 h | Specht | Ger. bgs. | 420 | May 6 | Wieler & Co. | | |
| Chamron Kamryo | 2 h | Moller | Siam. bgs. | 430 | May 25 | Kin-tye-loong | | |
| Chang Soon | 2 h | Cheng Sang | Siam. sch. | 200 | April 30 | Chinese | | |
| Chinaman | 4 c | McKenzie | Brit. bgs. | 690 | May 21 | Douglas Lapraik & Co. | | |
| E. von Beaulieu | 4 c | Schneider | Ger. bgs. | 335 | May 20 | Eduard Schellhaas & Co. | | |
| Ellen Rickmers | 4 c | Weydemann | Brit. bgs. | 307 | April 23 | Melchers & Co. | New York | |
| Fifehire | 8 c | Ness | Brit. sh. | 750 | May 24 | Order | | |
| Fleetwing | 8 c | Guesat | Amer. sh. | 629 | May 7 | Vogel, Hagedorn & Co. | | |
| Gaston Auger | 8 c | Gaillard | Fr. 3m. sc. | 301 | May 22 | Adamson, Bell & Co. | Foochow | |
| Glamis | 7 c | Key | Brit. bgs. | 1150 | May 21 | Vogel, Hagedorn & Co. | | |
| Gryfe | 8 c | Roberts | Brit. sh. | 1068 | May 24 | Douglas Lapraik & Co. | | |
| Hannah & Mary | 8 c | Smith | Brit. bgs. | 346 | May 8 | Arnhold, Karberg & Co. | London | |
| Hannah Law | ... | Greig | Brit. sh. | 1299 | April 28 | P. & O. S. N. Co. | | K'loong Dock |
| Holena | 8 c | Snow | Amer. bgs. | 603 | May 4 | Arnhold, Karberg & Co. | Melbourne & Sydney | |
| Hieronymus | 8 c | Siell | Ger. bgs. | 425 | May 24 | Wm. Pustau & Co. | | |
| Highlander | 5 h | Hutchinson | Amer. sh. | 1352 | May 13 | Vogel, Hagedorn & Co. | New York | |
| Hongkong | 5 h | Oom | Ger. 3m. sc. | 208 | May 20 | Arnhold, Karberg & Co. | | |
| Hydra | 3 h | Boulton | Brit. bgs. | 454 | May 25 | Douglas Lapraik & Co. | Callao | |
| Iraza | 4 c | Dest | Ger. bgs. | 785 | Mar. 27 | Siemssen & Co. | | |
| Iris | 4 h | Pearce | Brit. bgs. | 327 | May 25 | Douglas Lapraik & Co. | | |
| Jacatra | 4 h | Ritter | Ger. bgs. | 506 | May 18 | Arnhold, Karberg & Co. | | |
| Japan | 4 h | Dirksen | Dut. bg. | 337 | May 23 | Russell & Co. | | |
| Lalla Rookh | 4 h | Walter | Ger. 3m. sc. | 270 | May 25 | Siemssen & Co. | | |
| Leicester | 3 h | Hender | Brit. bgs. | 814 | April 20 | Meyer & Co. | London | Wanchai Pier |
| Leucadia | 8 c | Gaddy | Brit. sh. | 1809 | May 24 | Order | | |
| Livingstone | 8 h | Menarus | Brit. sh. | 896 | April 12 | Mayer & Co. | London | Wanchai Pier |
| Lotterer | 4 h | Maack | Ger. bgs. | 530 | May 23 | Siemssen & Co. | | |
| Lydia | 3 h | Youngson | Amer. sch. | 45 | Aug. 13 | Insurance Co. | | |
| Madura | 4 h | Stanton | Brit. bgs. | 376 | May 19 | Order | | |
| Michelle Selchau | 3 c | Gerstenberg | Brit. sh. | 970 | May 11 | Vogel, Hagedorn & Co. | San Francisco | |
| New Era | 3 c | Sawyer | Brit. bgs. | 447 | May 24 | Order | | |
| Novelty | 3 c | Colliver | Brit. sh. | 1060 | April 25 | Vogel, Hagedorn & Co. | New York | |
| Prosto | 4 c | Laidman | Brit. bgs. | 375 | May 17 | Rozario & Co. | Melbourne & Sydney | |
| Rhode | 4 c | Vincent | Brit. bgs. | 384 | May 17 | Master | | |
| Rosa Botcher | 4 c | Schulze | Brit. bgs. | 252 | May 24 | Chinese | | |
| Rosina | 3 h | Hansen | Ger. bgs. | 398 | May 21 | Wm. Pustau & Co. | | |
| Rotterdam | 8 c | Dik | Am. 3m. sc. | 406 | Feb. 28 | Arnhold, Karberg & Co. | | |
| San Lorenzo | 3 h | Span | Dut. bgs. | 760 | May 25 | Melchers & Co. | | |
| Stracathro | 4 c | Madareaga | Span. bg. | 220 | May 23 | Remedios & Co. | | |
| Thomas Lord | 8 c | Miller | Brit. bgs. | 1159 | May 18 | Vogel, Hagedorn & Co. | | |
| Towksbury L. Sweet | 8 c | Griffin | Amer. bgs. | 560 | May 7 | Meyer & Co. | | |
| Tullochgorum | 3 c | Hall | Amer. sh. | 1316 | April 12 | Vogel, Hagedorn & Co. | New York | |
| Victory | 3 c | Mason | Brit. 3m. sc. | 175 | April 20 | Wieler & Co. | Haiphong | Jardine's Ship |
| Villa de Rivadavia | 4 h | Whiting | Brit. bg. | 255 | May 21 | Chinese | | |
| Western Chief | 4 c | Carmus | Span. bg. | 261 | April 23 | Brandao & Co. | Manila | Cleared |
| Wanchai | 8 h | Hewer | Brit. sh. | 750 | May 26 | Meyer & Co. | Wanchai Pier | |
| WHAMPOA | | | | | | | | |
| Christian | ... | Stehr | Ger. 3m. sc. | 282 | May 8 | Eduard Schellhaas & Co. | Tientsin | |
| Emma | ... | Gran | Ger. bgs. | 340 | May 21 | Wm. Pustau & Co. | Cape St. James | |
| Vesta | ... | Dirks | Ger. bgs. | 302 | May 8 | Melchers & Co. | Tientsin | |
| CANTON | | | | | | | | |
| Amoy | ... | Drewes | Brit. str. | 814 | May 27 | Siemssen & Co. | Shanghai | |
| Bombay | ... | Smith | Brit. str. | 749 | May 9 | P. & O. S. N. Co. | | |

Men-of-war in Hongkong Harbour.

| Vessel's Name. | Anchor- age. | Flag. | Class. | Tons. | Guns. | H. P. | Date of Arrival. | Commander. |
|----------------|-----------------|----------|-----------------------|-------|-------|-------|---------------------|--------------------|
| Ashuelot | 5 c | American | corvette | 1037 | 6 | 700 | May 18 | Geo. H. Perkins |
| Charlybds | 6 c | British | corvette | 1506 | 17 | 400 | April 6 | T. E. Smith |
| Curlew | 6 h | British | gun vessel | 774 | 3 | 163 | May 4 | E. J. Church |
| Hart | 6 h | British | gun vessel | 465 | 4 | 120 | May 6 | H. N. Hood |
| Juno | 6 c | British | corvette | 1462 | 8 | 400 | May 16 | A. H. Boldero |
| Mecanee | 6 k | British | military hospital | 2691 | ... | ... | ... | ... |
| Modeste | 6 c | British | corvette | 1405 | 14 | 350 | April 13 | Alex. Baller, C.B. |
| Patino | K.D. | Spanish | transport | 1200 | ... | ... | Feb. 23 | Capello |
| Victor Emanuel | 6 c | British | Commodore's flag-ship | 3087 | 2 | ... | ... | Commodore Watson |

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

| Name. | Tons. | Captain. | Owners. |
|-------------------|-------|-------------|------------------------|
| Fame | 117 | Stopani | H. & W'poo Dock Co. |
| Pei Wan | ... | ... | Capt. Sands |
| Iohang | 700 | Martin | Butterfield and Swire |
| Kin Shan | 457 | Gary | H. C. & M. S.-boat Co. |
| Kin Kiang | 617 | Benning, T. | H. C. & M. S.-boat Co. |
| Linton | 69 | ... | Kwok Acheong |
| Powan | 1890 | Lefevre | H. C. & M. S.-boat Co. |
| Saida | 37 | ... | P. & O. S. N. Co. |
| Sir J. Jeejeebhoy | 101 | Hawkins | Kwok Acheong |
| Spark | 140 | Hoyland | H. C. & M. S.-boat Co. |
| White Cloud | 280 | Benning, A. | H. C. & M. S.-boat Co. |
| Yotsai | 180 | Browne | Kwok Acheong |

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

| Name. | Tons. | Guns. | H. P. | Commander. |
|---------------|-------|-------|-------|-------------------|
| An-lan | 431 | 7 | ... | J. Godall |
| Chen-jui | 23 | 1 | ... | E. F. Collins |
| Ching-po | 150 | ... | ... | Wan Lum Wan |
| Ching-sing | ... | ... | ... | E. Choy |
| Chun-hai | 230 | 6 | ... | ... |
| Peng-chou-hai | 600 | 5 | 400 | A. Fry |
| Quong-on | 180 | 3 | 60 | Li Ping Tye |
| Shen-chi | 150 | 5 | ... | H. Wade |
| Sut-taing | ... | ... | ... | Stewart |
| Tehing-taing | 150 | 6 | 60 | Bessard |
| Tien-po | 150 | 6 | ... | C. De Longueville |
| Wing-po | 600 | 3 | 150 | Lam Man Wo |

FOOCHOW SHIPPING IN PORT. May 19, 1877.

| | |
|---------------|----------------|
| Fleura Castle | for London |
| Glencarn | for London |
| Lady Bowen | for Shanghai |
| *Namoa | for Hongkong |
| *Olympia | for Hongkong |
| Wm. Manson | British barque |

SHIPPING IN SHANGHAI HARBOUR. May 19, 1877.

| | |
|-------|---------|
| Ajax | British |
| Appin | British |
| Aya | French |

MERCHANT STEAMERS.

| | |
|--------------|----------|
| *China | German |
| Chin-so | Chinese |
| Fusiyama | Chinese |
| Glenhills | British |
| Gwallor | British |
| H. C. Orsted | Danish |
| Hankwang | Chinese |
| Hochung | Chinese |
| Honan | Chinese |
| Howsang | Chinese |
| Kiang-Kwan | Chinese |
| Kiang-wae | Chinese |
| *Mokong | French |
| Nanking | American |

* Since left port, or arrived at Hongkong.

MERCHANT STEAMERS.

| | |
|------------|----------|
| Peking | British |
| Tahyew | Chinese |
| Ta-yu-fung | American |

MERCHANT SAILING VESSELS.

| | |
|------------|----------------|
| Cape Horn | German barque |
| Cutty Sark | British ship |
| Cymene | British barque |
| Kenta Bank | British ship |
| Union | British barque |

MEN-OF-WAR.

| | |
|----------|-----------------|
| Kestrel | H. M. gunboat |
| Monocacy | U. S. corvette |
| Palos | U. S. gunboat |
| Sokol | Russian gunboat |

Act has now been in operation for ten years, and the predicted desertion is a thing yet to come. So far, the ex-editor has proved a false prophet. If the foreign element is not in a thriving condition, that is attributable to causes independent of the operation of the Stamp Act, and is the beginning of the result of the policy of preaching Progress to the Chinese. What foreigners used to do before for Chinese, the latter are doing now for themselves; and on this score proofs and statistics are not wanting to satisfy any unprejudiced mind. How then, by the Stamp Act, the Government can be playing into Mr Hart's hands, as the correspondent gravely states, it must even puzzle a Daniel to divine.

But mark the very bulwark of the ex-editor's objection to the Act: "Because Hongkong is a free port." Are there no other free-ports amongst Her Majesty's dominions? I shall be glad if the correspondent would name one where there is no Stamp Act. His suggestion that our Chamber of Commerce take up the matter de novo, will doubtless be acted upon soon as the ex-editor makes his way into Parliament, as the member for China; when we shall, beyond doubt, be also relieved of the "mercenary" and "rascals" who blockade Hongkong. But until then, let me assure him, that his effusions regarding Lord Elgin, Sir F. Bruce, Customs' mercenaries, mandarin-worshippers, Stamp Act, &c., will be read by his acquaintances with no more effect than with the high at the conclusion, "Alas, poor Yorick!"

Yours faithfully,

1850.

THE CURRENCY QUESTION.

To the Editor of the "CHINA MAIL."

Hongkong, May 28, 1877.

SIR,—As the effective advocacy of a cause does not lie in the too free use of abuse, or display of a haughty and scornful spirit, I shall pass over "Anti-bumptions" complimentary remarks on the character of my last letter, merely observing that I am content to leave it to public opinion to decide whether my letter or his reply contains the most "silly" expressions.

Beyond a few strictures on my letter, "Anti-bumptions" has advanced nothing to the point. The question at issue, which he entirely ignores, is not so much the desirability or undesirability of a clean currency as the suggestion of a remedy for the evil of the chopped dollar system, and for the hardship which it entails on the Chinese trader who stands between the foreign merchant and the native consumer in the interior. I do not for a moment deny that a clean undecayed coinage is a very desirable thing, but the question is how that desirable end is to be achieved.

We must take things as they are and not as they should be, and as existing circumstances tend against the Chinese trader, I think he has a right to ask first the foreign community and subsequently the Government for a remedy to what seems to him a grievance. The indifference with which his reasonable request was treated, led to a dead-lock in the trade of a particular staple by the Chinese combining to refuse to buy until the question was settled, or their terms of payment by weight in broken silver were conceded. Some of the foreign merchants retaliated by a similar combination to refuse to sell, but the want of union among them caused the fabric of resistance to break down, some taking the initiative in accepting broken money. This acceptance of broken money by the foreign merchants seems to me to indicate that the present struggle lies more between the Chinese trader and the Banks than with the foreign community generally, in spite of the assertion that the counter memorial contains over 100 signatures of "Banks, Merchants, Professional Men," &c., &c. I do not wonder at the large number of signatures when it is to be remembered that the signatures are both begged for in person by the promoter and solicited by advertisement. I say the struggle lies really between the Chinese traders and the Banks, from the fact of all foreign merchants banking their money, and so long as what they pay in is accepted by the banks, it is utterly immaterial to them whether they are paid by the Chinese in broken silver or clean coins or bank-notes.

Now as to "Anti-bumptions" strictures on my former letter. He denies that any loss whatever accrues to the Chinese trader if he has to receive chopped coins and to pay in clean currency for which he has to give a premium, and adds "as well might he (myself) write that because a French trader sells his English goods for francs and has to pay in sovereigns, it is a decided loss to him." Now it seems strikingly strange to me that so experienced a businessman as my critic professes himself to be, does not see the demonstration of so simple a proposition. If the Frenchman, in the conversion of his franc into sovereigns, has to submit to a high premium, is not that a "decided loss" to him? This point is so palpably apparent that I shall not dwell more on it.

Again he says "the trader makes his profit upon goods and not upon the money he receives or pays." This is quite true, but what does "Anti-bumptions" say further? "The money question is simply one of charges, precisely as freight on carriers or exchange is a question of charges, no more and no less." I readily admit this dictum also. But how is the trader to make his profit on his goods if he does not include the charges in the adjustment of his prices? If he does not know what the amount of his charges are, how can he include them in the prices he shall fix for his goods.

As to your correspondent's diabolical that Chinese "traders make their calculations of profit on such a fine basis as the fluctuation of premium on chopped dollars," I need hardly remind him that the native merchants, unlike the foreigners, do not live in princely style, are content to eke out their business in "hovels," as another correspondent elsewhere has been pleased to term the Chinese places of business, and do not look forward to very large profits. Therefore every item of "charges," however small, is calculated on a very "fine basis."

With regard to the capability of a coin being identified by its chop or not, I quite agree that it is a question of fact, and I shall be prepared to meet it in a fair spirit, although I do not wish to lengthen the controversy, especially after my suggestion that a Commission of enquiry is desirable.

With reference to the failure of the Mint to attribute it entirely to the prohibition of chopping the Hongkong Dollar. All I said was that "one of the main causes" and the words "one of the main causes" were only meant as a modification of a positive assertion and as a proof that I

had no wish to be "bumptions" in any way.

"Anti-bumptions" takes exception to my remark that "the currency of a place is a thing which can be no more legislated for than the price of a given article of merchandise can be fixed by law," and points out an apparent inconsistency in me when in the same letter I referred to Ordinance No. 10 of 1865. When I said this perhaps I was not so explicit in words as might have been wished, but any sensible man can see that in the word "currency" I did not mean it in its typical form, the devaluation of which the sections of the Ordinance referred to chiefly aimed at, but in its intrinsic value, the fluctuations of which render it impossible for any legislation to regulate. This is all the more apparent by the analogy which I introduced in the last part of the sentence quoted, viz. the "price of a given article" &c.

On the subject of the Commission suggested, I made the proposition because, as I have said before, the currency question could not be legislated for, yet it is essential that some remedy, short of actual legislation, should be devised; and how is this to be attained except by a Commission which will enquire and report? Your correspondent admitted by implication that there was a grievance, only contending "that it is not on the side of the Chinese but on the side of Foreigners." But on whatever side it is, no harm can possibly arise from a Commission of Enquiry, as the greater ventilation the subject receives, the better it is for all parties concerned.

In conclusion, I am sorry to have to remark that I cannot help observing the hauteur with which my previous communication was treated by "Anti-bumptions." He seems to think that a Chinaman should have no right to lift up his voice, and when he does so, he must be "pooh-poohed." I come to this conclusion from the tone and contents of "Anti-bumptions" letter, which as I have said before, advances no argument whatever and contains nothing beyond what I think I may fairly term bumptions remarks on my letter. Whether the Chinese cause in this matter be right or wrong or whether their alleged grievance be real or imaginary, I should certainly wish to see foreigners meeting them in a fair spirit. The Commission of Enquiry I suggested may report for or against the Chinese, and it seems to me to be the fairest mode of dealing with the question. I do not think the Government can do otherwise, seeing that there are a memorial and counter memorial on the subject, and the Commission, in my humble opinion, is the only way by which the "two sides of a story" can be heard.

Yours faithfully,

A CHINAMAN.

THE CURRENCY MUDDLE.

To the Editor of the "CHINA MAIL."

Hongkong, 28th May, 1877.

SIR,—If the resolution you referred to a few days ago concerning your currency question be correctly described in your contemporary this morning, it seems to me the sooner the Chamber of Commerce dissolves partnership with the better for commercial interests. The policy of our new Governor, as he himself announced, being to protect the commercial interests of Hongkong, he cannot do better than commence on the Chamber of Commerce under its present Chairmanship.

The closed-door policy is unworthy of this community, and was never resorted to under the late Chairman.

Yours, with pride,

A NON-MEMBER.

China.

FOOCHOW.

(Herald, May 24th.)

H. M.'s S. *Mosquito* arrived from Wenchow on the 20th instant. She is now lying off the Foreign settlement abreast of the Customs House.

The *Leucation* has the honor to be the first direct tea-laden steamer of the season. She was announced to sail for London to-morrow morning, but has, we understand, been unavoidably detained.

That excellent tea can be grown on low ground has just been demonstrated by the Catholic Bishop—Monsieur Gentili—in whose garden, situated between Messrs Jardine Matheson & Co.'s and the Ice House, a few tea plants have, we learn, yielded a very creditable first crop.

Great inconvenience continues to be caused by the reluctance of Chinese shippers to take delivery of Rice cargoes. There is also some apparent difficulty in obtaining boats, but this could, we think, be avoided by a little more promptitude in storing the grain after it has been cleared at the Customs House.

The China Merchants S. S. *Hankow* conveyed on her last trip from Shanghai a bulk which will be employed at Pagoda Anchorage for the reception of discharged cargo from the Company's steamers. This will no doubt greatly facilitate the Company's business and besides prove no small convenience to shippers.

It is rumoured that the little S. S. *Taiwan* is likely to be replaced shortly by another and more powerful vessel. Also that a rival Chinese Company intend to place a second steamer on the same line. In view, however, of the existing traffic we are inclined to think that the venture would prove unprofitable to its promoters.

In former times it was, we believe, the fashion to say that tea only paid in a fresh year. It is possible that this saying originated, like many other common-place remarks, in a certain well-founded experience; and inasmuch as freshets were frequent, and profits on tea an almost ever-recurring event, the accepted conclusion was not after all so very remote. In these latter days, though quite familiarized with freshets, we regard "profits" on tea as in the dim and distant future.

The store of Messrs. Dunnell & Brockett was broken into on the early morning of the 23rd instant, and property to the value of nearly \$200 stolen therefrom. The thieves pierced the front wall of the building through thirteen inches of brick—a work of no small difficulty—and succeeded in carrying off all the booty within their reach. On the matter being reported to Mr. Everard, H. B. M.'s Acting Consul, that gentleman took prompt measures to recover the property, but so far, we regret to learn, without success.

In our last issue we noticed an affray that had taken place a few days previously between two rival gangs of coolies in front of the premises recently occupied by the Great Northern Telegraph Company. One of the wounded combatants has since died, and his body was deposited for nearly 24 hours at the scene of action, surrounded by several hundred disconsolate relatives all

of whom professed to be interested in the satisfactory (query pecuniary) settlement of the affair. An inquest has since been held, but we are not informed as to its result.

The Catholic Bishop of the Province of Fokien desires it to be generally known that an Orphanage for the reception of Children has been opened in the buildings adjoining the Catholic Church at Amoy. The Sisters of Charity, are, we understand, prepared to educate young children of all nationalities, and to receive them either as boarders or as day scholars. They will be educated either entirely as Chinese or as Europeans, according to the wish of their parents or other guardians. The boys will be taught reading and writing, and, if educated as Europeans, such languages as may be of future use to them, including Chinese. The girls will, in addition to the above, be taught sewing, embroidery, &c. Boys will be received as boarders up to the age of 7 years, and as day scholars till they are 10 years old. Girls will be received, as either day scholars or boarders—at any age.

SHANGHAI.

(News.)

We note the resignation by Dr Yates of the post of Interpreter at the U.S. Consulate-General, which he has so ably filled for a long series of years. His thorough knowledge of China, his ability to read, and rare faculty for sifting, the nature of the *genus Celestia*, have made his labours as Assessor for the U.S. in the Mixed Court peculiarly successful.—Dr D. B. McCarty succeeds to the duties of Dr Yates. He is well known in China, and has lately resigned a Professorship in the educational department of the Government of Japan. Dr McCarty returns to the field which he so satisfactorily occupied during the absence of Dr Yates from China, in 1873. A daring robbery was committed at Kading, on Friday evening last, by a band of thirty or more pirates, said to have been upwards of three hundred. They landed from their boats, made their way unopposed into the village, and breaking into a silversmith's shop, robbed it of property said to be worth \$800, with which they got clear off. No personal violence was committed, and no other place was attacked, so the affair looks as if it had been previously planned. The property stolen comprised a large number of silver bangles of various sizes; enamelled hairpins, and other kinds of native female ornaments. Information was brought to Shanghai on Sunday, and enquiry at once instituted, but hitherto without result. It is believed however that much, if not all, of the stolen property will find its way to Soochow and other places on the creek.

A disturbance which at one time threatened to be of magnitude, and the cause of which had been ranking for some time, occurred on Sunday among the shipping coolies formerly in the employ of the S.S.N. Co., but who, of course, followed the transfer of the business to the C.M.S.N. Co. It appears that since that transaction their wages have been out to the extent of one-half on some kinds of labour and to no less than two-thirds on others—the headmen, notwithstanding, continuing to exact their full earnings of the coolies, at the rates paid by the S.S.N. Co. The wages received by the coolies were therefore literally reduced to less than a third, and in some instances a fourth, of what they were formerly paid. Discontent of course arose, and not knowing the real cause of their losses, but believing them to be occasioned by the rapacity of their headmen, a large number of the coolies rose en masse on Sunday, and "intervened" the chief of these in a rather unpleasant manner. Information led to the intervention of the Police, and under the escort of a foreign sergeant, followed by nearly 100 of the excited coolies, the headman was taken for safety to the Central Police Station. Here, we believe, the true state of affairs was ascertained and explained, whereupon, seeing their losses were not occasioned by any action on the part of the headmen, the crowd departed in peace, presumably aware of the inutility of "kicking against the pricks."

HANKOW.

May 18th.

Messrs Gordon Bros. report the first musters of the new crop Ninghows were placed on the market on the 17th, and samples of Hankow district teas were shown to-day. So far, the only settlements reported are:—"Teen Hing," 840 half chests Ningchow, by Reid, Evans & Co., at Tls. 44 against Tls. 55; "Lau Hing," 680 half chests Ningchow, by Lucas & Co., at Tls. 44 against Tls. 44. The musters on offer represent 2,460 chests and 27,650 half chests Hankow district teas; and 18,870 half chests Ninghows. We look for the first settlement of Hankow teas being reported to-morrow.—*Freights*—The *Loudoun Castle* has been circulated at 45 10s. *Exchange*—On London, 5s. 8½d. for 6 months' sight credit.

May 19th.

Another correspondent says:—On the 18th instant, many chops of Ningchow and Cheong-sou-kai Teas were put on the market and eagerly bought up at Tls. 44 a 36 per picul for former district, and Tls. 20½ a 26 for the latter. Afterwards, buying became general, and about 90 a 98 chops were settled. Buying was going on by candlelight, in order to secure the Teas. The Chop as a whole is, rather inferior, but free from old leaf. The prices paid show Ningchow 20 a 25 cheaper than last year. Freight for *Loudoun Castle* and *Glencastle* 25 10s per ton, with quick despatch. *Exchange* 6 m. on London 5/8 a 6/8½d. From Kiangsu, about 29 chops have been settled, representing about 10,300 half chests; prices ranging from 40 to 40½. Musters of 80 chops, about 80,000 half chests, are shown on the market, but the quality is deficient and quantity large.

May 19th.

Another correspondent writes:—The market was opened to-day for Hankow teas. The quality is below the average, thus far. Prices paid, Ninghows, Tls. 35 a 44 against last year Tls. 40 a 45; Oopachs and Oonams, Tls. 22½ a 30 against last year Tls. 25 a 30; Oonams, Tls. 30 a 31 against last year Tls. 34 a 36. Arrivals:—Hankow teas 70,000 chests; Kiangsu teas 20,000 half-chests.—*N. C. D. News.*

HUKOW.

Returning to the charge against the proposed opening of Hukow, our correspondent writes:—

As a mere place of call, Kiangsu has nothing to apprehend; because, unless facilities for landing and shipping, &c., in the shape of hulks, &c., are established, no one will think of landing or shipping goods in an open sea, as the result of the late

is viewed by the natives. The whole cause of apprehension hinges on the establishment of a Customs House at the port. As was said in a former contribution, the Kiangsi officials are unwilling to allow produce to leave the province until it has paid duty. Now to detain merchandise at the lake until it has cleared itself of duties at the Kiangsi Customs, would, in a great measure, render nugatory any advantage that might be gained by shipping at the lake; and by opening a Customs House there the merchants apprehend that in course of time it might eventually lead to the transfer of much of the shipping business to that port; because, if a Customs office were opened there, hulks, &c., and other facilities would follow in the wake, unsuited as the place is admitted to be. The provincial officials do not wish to open a Customs House; but the agreement says, "Produce may be shipped at the lake;" and the exchequer officials say, "not until duties have been paid, or the treasury would suffer greatly." So, to protect their own interest, let us suppose a branch Customs House is opened. The situation of affairs will be more readily comprehended by giving a somewhat analogous example by way of illustration. From a relative point of view, Woonung is to Shanghai what Hukow is to Kiangsi. The commerce of Shanghai passes and repasses Woonung, just as imports and exports pass by Hukow. Hitherto it has seldom been found necessary to land or ship merchandise at Woonung, nor has the necessity arisen in the case of Hukow. Shanghai is a distributing centre; so is Kiangsi; not so much from their good geographical positions, as from the fact that trade has located itself there for ages. Now, if the framers of the agreement had selected Woonung as a subsidiary port, because it appeared to be the inlet and outlet to a rich part of Kiangsu, they might have argued with much reason that great delay was entailed on goods, by going the 12 odd miles up to Shanghai; and as Shanghai is but a small consumer, the bulk of its imports being sent northward of the Yangtze, &c., it would be better to make Woonung a port of call and allow cargo to be landed and shipped there. The provincial authorities would at once say, we must be secure of the duty on all our indigenous exports, and on shipments coming to Shanghai to pay duty on shipments coming to Woonung to render any advantage gained next to nugatory, it will be well to open a Customs House there. Now, firmly rooted as business is at Shanghai, there can be little doubt that in the course of time a large part of the shipping business would be transferred to Woonung if facilities for landing and storage, &c., were afforded; and in these days of competition we should doubtless see hulks placed there by the steamer companies, in their desire to secure freights, and even pay duty and make other advances to native shippers as they do at present. It is just this that local merchants apprehend, i.e., that if a Customs office is opened at the lake, hulks, &c., will follow. If such a proposition had been made as the opening of Woonung (always supposing that similar disadvantages existed as they do at Hukow, in the want of shelter for boats, and unloading or other building sites), I fancy you would hear an outcry raised by the Shanghai merchants, especially as the addition of such a port of call would neither lessen the cost of produce one cash, nor increase the consumption of imports by one piece. I say, multiply points of contact by all means, when commerce is likely to be benefited; but if the result is a mere transfer of division of an old-established trade, it is better to leave well alone. The merchants are perhaps crying out before they are hurt, but it would be too late to remonstrate after a Customs office is opened. I hope this will enable you to see the cause of their apprehension.—*N. C. D. News.*

THE INSURRECTION IN JAPAN.

(Cosmopolitan Press, May 16th.)

The past week has been one of severe fighting. On Friday last the Imperial troops attacked the insurgents four or five times, and after a sanguinary struggle of six hours succeeded in forcing General Kirino by whom the Insurrectionists were led to retreat. On Saturday Marshal Saigo appeared on the scene of action, the insurgents having apparently been strongly reinforced. Throughout the entire day fighting continued, and we are reliably informed that although neither side gained any material advantage nevertheless the Imperial troops suffered the heavier loss. It is a notable fact that whereas the insurgents on the previous day fired bullets on this occasion they had an ample supply of bullets. On Sunday the fighting commenced at dawn, and ere noon the Satsuma forces to the number of 5,000 by a skilful manoeuvre occupied a part of Kagoshima, where they are now encamped, confronted by double the number of Imperialists. Monday was a day of skirmishing and an unfortunate day for Kagoshima as almost seven-eighths of the town has been destroyed by fire. Notwithstanding Saigo's great generalship the Imperial power must and will ultimately succeed.

THE WAR.

On the 2nd of July 1853, the Russian army, in two divisions, crossed the Pruth and occupied the Principality. Geography forbids any novelty of design in the earlier stages of a Russian invasion of Turkey, so we may expect to hear the news of four and twenty years ago repeated any moment now. And very soon after the army is put in motion, Oussak may be expected to appear on the Danube. The railway through Roumania will lead itself on this occasion to the Russian advance in a way which will expedite the preliminary operations of the campaign. From Jassy the line runs to Galatz on the Danube, where Moldavia, Wallachia, and the northernmost corner of Bulgaria meet,—thence to Braila a little higher up the river, and then across Wallachia to Bucharest. From that point it is continued to a place on the Danube called Giurgovo, opposite the Turkish town of Rustuk. Colonel Howard Vincent, lecturing recently in London on the Military Geography of Turkey, described this line as very serviceable for military purposes and well supplied with rolling-stock. Now, in his opinion, would the passage of the Danube be a difficult operation for the Russians. The points at which they might conveniently cross would be Giurgovo already referred to, Oltenia opposite Turtok, a little lower down, and Kalarash opposite Silistria, lower down again. Giurgovo, the terminus of the Roumanian railroad, is the most important of the three points, and the Turks are helpless there. Kalarash is a dilapidated old place, while the terminus on the Wallachian side is strongly placed behind

an eminence, about a mile from the river's bank. The river is here about three-quarters of a mile broad. At Turtok the river is but 800 yards broad, and the Turkish fortifications could offer but little resistance. Moreover a stream called the Dembowitz, which flows into the Danube there on the Wallachian side, would offer facilities for preparing boats. At Kalarash opposite Silistria of course the Turks would be stronger than at the other points, but Colonel Vincent says that the fortifications of Silistria have not been improved since the last war, and are still in the state in which they remained after the siege of 1854. On the side of the Turks, Schumla, where Abdul Karim Pasha has gone to take command, is the most important strategic point. The railway station is about 14 miles from the town, which is the meeting place of several roads. It is situated on the eastern slope of a chain of mountains, with hills on the north-west and south, and a marshy ravine on the east. Little has been done—to improve its natural advantages. It is in direct railway communication with Varna, on the coast, so that its garrison could readily be reinforced and supplied as long as the Turks retain their maritime supremacy. Schumla would have to be taken or masked before an invading force could attempt a passage of the Balkans. Assuming Schumla taken, the natural difficulties of the Balkan range would next confront the invaders. The neglected state of the country is here in favour of the Turks. There are no roads worth speaking of across the mountains. The best is the Schumla or Soibka Pass on the road which runs through Kezanlik, but except this, hardly any of the passes are practicable for wheeled vehicles. Nevertheless Colonel Vincent thinks that if Schumla were taken, the Russians would get over the mountains. If they did, it may be hoped that, by that time, the war would be no longer the simple duel which seems now likely to begin.—*Pioneer.*

THE SARTORIUS TORPEDO RAM.

Although the Navy Estimates afford no information with reference to the length, beam, displacement, or horse-power of the formidable torpedo ram, the keel of which is to be laid at Portsmouth during the ensuing financial year, and although Mr. Ward Hunt courteously declined the invitation of Mr. Read and Mr. Goschen on Monday night (March 19) to take the Committee into his confidence, it is not difficult to surmise what the general principles of the structure will be. More than this cannot be ascertained at the present time, for the good and sufficient reason that the details are in a state of incubation, and that little more is decided upon than the rough model which Admiral Sir George Sartorius has been perfecting for a long series of years. We may, however, state that the monster will be of medium size, narrow as compared with its length, in order that a maximum speed may be realized, and that its tapering bow and stern will each be armed with snouts for ramming purposes. Although it will only draw about 14ft. of water it will be deeply immersed. In midship section it will be oval, tapering at the centre downwards to a point, so that it will have somewhat the appearance of a peg top. The deck, or, rather, the portion of the structure which will be seen above the water, will be bluntly cylindrical, but sufficiently convex to deflect an enemy's projectiles. This feature in its construction will dispense with the necessity of its being heavily mounded. We believe three inches will be the thickness of the plating which will, however, extend in an unbroken arc from below the water line and over the weather deck, and thus afford a perfect protection to the vitals of the vessel. The sides below water will consist of iron skin only, but the space from the bilge to the keel will be filled with cement and concrete. The armour will probably consist of steel plates, the construction of which is now engaging the attention of the dockyard authorities.

The new ram will carry no guns of any kind. Indeed, the whole of her offensive apparatus will be below the water level. To the enemy she will expose nothing but her convex deck and its fittings. The bow and quarters of the ship will be provided with torpedo gear upon the same principle as that of the Glatton, the former being so arranged that a slight sheer out of line will enable her to discharge her torpedoes at an enemy previous to ramming him. In addition to this she will carry a couple of torpedo tubes amidships. The Whitehead project is with which she will be armed will be of an improved type, the speed of which will far transcend that of the engines described by Lord Charles Beresford that 24 knots an hour are expected to be realized. The vessel will be designed to combine speed and invulnerability combined with great offensive power and smallness of target.—*Times.*

DIAMOND CUT DIAMOND.

A knotty case is being prepared for one of Her Majesty's judges and a special jury. The plaintiff is a German, and defendant is of the same nationality, but of English birth; both are dealers in diamonds and other precious stones. The facts are brief, but interesting. One day the English dealer called upon his German brother with a small parcel of Cape diamonds he wished to sell; they being, according to the custom of the trade, loosely wrapped in a piece of paper. The German took them up, and looked at them in the depreciating manner proper to a possible purchaser. "How much do you want?" he asked. "Thirty shillings a carat," said the Englishman. The German shook his head. "Look here," he said, taking out of his waistcoat pocket a whitey-brown paper parcel similar to that held by his alien brother, "here's a parcel of Brazilians, and they aren't worth to-day a penny more than thirty shillings a carat." "Show me," said the English dealer. He took the parcel in his right hand, holding his own parcel open in the other. "Not worth more than thirty shillings?" he said reflectively. "I'm not sure I could get this morning," replied the German, eyeing his game complacently. The English dealer looked on one open parcel to the other, and then the empty parcel to the Brazilians amongst the common Capes, simply said, "I'll take them." The German said, "I'll take them." The German swore and tore his beard; he had German sworn and tore his beard; he had just bought the Brazilians dirt cheap at eighty shillings a carat, and looked forward to a handsome profit, and now they were mixed up in inextinguishable and hopeless confusion with a parcel of Capes! "Well," said the English dealer, when the storm had somewhat subsided, and the German, seated on the floor, was rocking himself to and fro,

"there's been a mistake, and I'm not the man to profit by it. There's the weight of my parcel marked on the paper. You may still have my diamonds at thirty shillings a carat, and you can, perhaps, pick out the Brazilians when you've got an hour or two to spare." There was no help for it, and the Englishman sold his Capes at his own price. But his German brother means to see whether justice is wholly unknown in England.—*Mayfair.*

Quotations.

HONGKONG, May 28, 1877.

OPIMUM.—New Patna, cash, \$605
" Old Patna, cash, 565 a 570
" New Benares, cash, 567½
" Old Benares, cash, 565
" New Malwa, cash, 575
" credit, 580
" Allowances, Tels, 12 a 40
" Old Malwa, cash, 585
" credit, 600
" Allowances, Tels, 32 a 48
CAMPION, ... 18.50 a 18.60
QUICKSILVER, ... 69 a 69½
SALT-PETRE, ... 6.50 a 7.25

Exchange.

Bank, on demand, ... 3/11½
" 30 days' sight, ... 4/0
" 6 months' sight, ... 4/0½
Credits, ... 4/0½ a 4/1
Documentary, 6 months' sight, ... 4/1½
Bombay, ... 231
Calcutta, ... 231
Shanghai, demand, ... 72½
" 30 days, ... 74½
Bar Silver, 17, dwts. B., ... 84 prem.
Mexicans, ... 22½
Gold Loan, ... 25.35
English Sovereigns, ... 4.95
Australian Sovereigns, ... 4.95
Discount, ... 7 a 9

Shares.

Hongkong Bank, 28 prem.
Union Ins. Society of Canton, 4750
China Traders' Ins. Co., \$2,450
Chinese Insurance Co., \$220
Yongtze Ins. Association, Tls. 700
H.K. Fire Ins. Co., \$840
China Fire Ins. Co., \$144
H.K. & W. Dock Co., 58 dis.
H.K. U. & M. S. Boat Co., 9 dis.
Shanghai Steam Navigation, Tls. 80
Hongkong Tea Co., 97½
Hongkong Hotel Co., 95½
Chinese Imperial Loan, £103

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 28, 1877.
BAROMETER—9 A.M. ... 30.050
Do. 1 P.M. ... 29.990
Do. 4 P.M. ... 29.974
THERMOMETER—9 A.M. ... 75
Do. 1 P.M. ... 77
Do. 4 P.M. ... 75½
Do. (Wet bulb) 9 A.M. ... 73
Do. Do. 1 P.M. ... 73
Do. Do. 4 P.M. ... 73½
Do. Maximum ... 77
Do. Minimum over night ... 74

Shipping Intelligence.

The following is corrected from the latest London Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

| When left. | Name. | From. | Remarks. |
|----------------------|------------------------|---------|----------|
| Dec. | 4, Benolthia, | Cardiff | |
| 17, A. E. Vidal, | Hamburg | | |
| 22, Sophie, | New York | | |
| Jan. | 4, C. R. Bishop, | London | |
| 12, Woodhall, | Hamburg | | |
| 18, Batavia, | Hamburg | | |
| Feb. | 1, Robert Henderson, | Burport | |
| 6, Calypso, | Cardiff | | |
| 8, Daphne, | London | | |
| 12, Leading Wind, | Antwerp | | |
| 17, Theresa Behn, | Cardiff | | |
| 18, Matchless, | Cardiff | | |
| 19, Cactus O, | Cardiff | | |
| 19, F. P. Lichfield, | Cardiff | | |
| 20, Maipu, | Cardiff | | |
| 22, Enid, | London | | |
| 22, Osaka, | London | | |
| 27, Gold Hunter, | Cardiff | | |
| 28, D. MoB. Park, | Sunderland v. S'pore | | |
| 28, Janet Ferguson, | Glasgow v. S'pore | | |
| Mar. | 1, Isles of the South, | Cardiff | |
| 1, Brown Brothers, | Cardiff | | |
| 1, Khedive, | Antwerp | | |
| 2, Paracosa, | Cardiff | | |
| 3, A. S. Davis, | Cardiff | | |
| 4, Nimbus, | Cardiff | | |
| 4, Jala, | Cardiff | | |
| 6, Lord Macaulay, | Cardiff | | |
| 13, Golden Spur, | Cardiff | | |
| 15, Antwerp, | London | | |
| 19, Victoria, | Swansea | | |
| 20, Springfield, | Liverpool | | |
| 20, Warrior, | Cardiff | | |
| 20, George, | Cardiff | | |
| 22, Birling (s.), | Cardiff | | |
| 26, Mary | | | |

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBERG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underwritten, Agents for the above Company, are prepared to grant Insurances at current rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents,
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to grant Policies against FIRE to the extent of \$50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underwritten, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.
GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underwritten Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.
A Discount of 20% allowed.
HOLLIDAY, WISE & Co.
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underwritten have been appointed Agents for the above Company at Hongkong, Canton, Shanghai and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London Direct;
Also,
Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship GWALIOR, Captain J. C. BAROT, will leave this on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, May 23, 1877. je2

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 9th June, 1877, at Noon, the Company's S. S. AYA, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPOLIO, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
H. DU POUEY,
Agent.
Hongkong, May 26, 1877. je9

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, May 23, 1877. je15

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)
Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Intimations.

COMMENCING with the "GWALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez, Canal, calling at Southampton to land Passengers and Mails.
ADAM LIND,
Superintendent.
Hongkong, May 14, 1877. je8

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Radohorst a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.
Hongkong, March 28, 1877.

NOTICE.
THE CHINESE MAIL.
FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.
The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.
The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.
For terms, &c., address
MR CHUN AYIN,
Manager.
China Mail Office,
17th February, 1874.

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For terms, &c., address
MR CHUN AYIN,
Manager.
China Mail Office,
17th February, 1874.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
MR ANYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAT JACK, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. md19

NOW READY.

YUNG-SHUI; or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ETEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. ETEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.
Hongkong, July 31, 1873.

AE YON,
SHIPS' COMPTROLLER AND STEVEDORE,
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—
Macao.—Man Chun Shop.
Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Cheong, Honam.

Szechuan.—Sui Cheong Hong; Woh Shun Loong Hong.
Amoy.—Chin Cheong Hong, Mook Kik Street.

Foochow.—Mr Yu Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.
Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.
Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fooking Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1876.

Intimations.

W. BALL,
CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

NOTICE.
We, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch OUM SING (plying between Peddar's Wharf and Tsim-sa-choi), by Mr Buxton, will expire on the 30th instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.
The Fare will be as usual until further notice.

WING KEE & Co.,
Praya Central.
Hongkong, April 30, 1877. my80

Now Ready.

"THE CHINA REVIEW,"
No. 5, Vol. V.

Annual Subscription, Six Dollars and a Half.

Contents.
Chinese Natural Theology.
Notes on Chinese Grammar.
Deer-Stalking in China (Continued from page 224.)

Chinese Etymology, with a List of Primitive and Key to Shuo-Wen.
Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations. Short Notices of New Books and Literary Intelligence.

Collectanea Bibliographica.
Notes and Queries.
The "King Kiao" or Nestorian Religion.
The Shao of the King of Ch'u.
Tonlo So-lo Notation in China.
Rats a Delicacy.
Domestic Tortoise.
Do. Do.
Shop's Fables in Sanskrit and Chinese.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, May 12, 1877.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

Two cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent week's insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.
Hongkong, February 23, 1874.

To Let.

TO LET.
THE Dwelling House and Offices No. 1, D'Almeida Street, lately in the occupation of Messrs DOUGLAS LAFFRAIK & Co. The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 16, 1877.

TO LET.
N. O. 3, PRIMA TERRACE, ELGIN STREET, with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET.
HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD. Bianca Villa, Pok-foi-lum, Furnished.

DAVID BASSOON, SONS & Co.
Hongkong, February 16, 1877.

TO BE LET.
THE Premises No. 39, Queen's Road, late in the occupation of THE BORNEO COMPANY, LIMITED.

Apply to
TURNER & Co.
Hongkong, May 10, 1877.

TO LET.
FIRST FLOOR of No. 81, QUEEN'S ROAD CENTRAL. Three Rooms. Over AHSING & Co.'s Furniture Store. Immediate Possession.

Hongkong, May 8, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 26, 1877.

At 1110 Cash per Dollar Mexican.

Pauch. Highest. Lowest. Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400
" Am. Sugar cured, 300 250
" Foochow, 160 140
Beef, sirloin and prime cut, cy. 160 150
Beef Corned, catty 150 140
" Roast, 150 140
" Soup, 100 90
" Steak, 160 150
Bullocks' Brains, per set 60 50
" Tongue, fresh, each 275 250
" " corned, 320 300
" Head, 600 500
" Heart, 150 140
" Hump, Salt, 110 100
" Feet, 50 40
" Kidneys, 60 50
" Tail, 100 90
" Liver, catty 80 60
" Tripe (undressed), catty 60 40
Calves' Head and Feet, set 600 400
Hams, American, lb. 300 280
" Chinese, 180 170
" English, 360 340
Mutton Chop, 190 180
" Leg, 190 180
" Shoulder, 140 130
" Liver, 130 120
Pigs' Chittlings, catty 60 50
" Feet, 100 90
" Fry, 110 100
" Head, 90 80
" Heart, 60 50
" Kidneys, 80 70
" Liver, lb. 100 80
Pork, Chop, catty 150 140
" Corned, 130 120
" Leg, 150 140
" Fat or Lard, 110 100
Sheep's Head and Feet, set 34 320
" Heart, each 5 40
" Kidneys, 80 70
Sticking Pig, catty 1750 1000
Veal, catty 140 120

Fowl.

Capons, catty 250 220
Ducks, catty 120 110
Eggs, Hen, doz. 100 —
" Duck, 100 —
" Salt, 120 —
Fowls, catty 180 160
Geese, 120 110
Partridges, each 350 300
Pheasants, Canton, live, pair \$1.50 —
Pigeons, each 150 140
Quail, 130 —
Rabbits, 800 500
Teal, 350 300
Turkeys, Cock, catty 900 700
" Hen, 500 450

Fish.

Bombay Ducks, new per hundred 350 300
Bream, catty 80 70
Carp, 80 70
Codfish, Salt, lb. 160 150
Crabs, catty 250 140
Cuttle Fish, 80 70
Dace, 100 90
Eels, Congor, 80 60
File Fish, 80 60
Fresh Fish, Large, 130 120
" Small, 90 80
Frogs, 200 160
Garoupa, 180 160
Herrings, 100 80
" smoked, box \$1.00 —
Live Fish, catty 140 120
Lobsters, 140 130
Mackerel, 70 60
Mango Fish, 160 —
Mullet, 100 90
Oysters, 140 130
Parrot Fish, 140 130
Perch, 80 70
Pomfret, 200 190
" Black, 100 90
Prawns, 240 160
Ray, 80 70
Rock Fish, 100 90
Salmon, Canton, 100 90
Salt Fish, 120 100
Shark, young, 80 70
Shrimps, 100 90
Skate, 250 200
Snapper, 120 110
Snake Fish, 160 —
Sole, Fresh, 160 —
Tench, 100 80
Turbot, Small, 350 300
White Salt, 80 60

Vegetables.

Asparagus, 450 400
Bamboo Shoots, catty 100 80
Beans, sprout, 20 14
" Broad, 80 70
" French from Macao, 50 40
" Long, 80 —
Beet Root, each 40 —
Bitter Squab, catty 40 —
Brussels, 12 10
Cabbage, Common, 10 8
" Hongkong, each 120 —
" Macao, 120 —
" Turnip, Bohl each 40 —
" red for pickling, 80 50
Carrots, Salt, catty 20 —
Carrots, Fresh, English catty 40 30
Celery, Chinese, 80 —

Fruits.

Aleurites, catty 60 50
Apples, Rose, 70 60
Bananas, fragrant Punt, 30 25
Chestnuts, old, 120 —
Coconuts, each 60 50
Currants, bottle 400 350
" lb. 200 160
Dates, bottle 500 400
Figs, Dried, 500 400
Ground Nuts, catty 40 30
Lemons, 180 140
" Green, 100 80
Lichens, Dried, 200 180
" Green, 50 40
Loong Nyan, Dried, 500 400
Mangoes, each 70 60
" Anam, 80 25
" Canton, green, catty 100 —
Olives, green, Punt, 60 —
Oranges, (Coolie) Chang, 110 100
" (Mand.) coolie, 200 —
Papaw, 150 130
Peaches, Sweet, 80 40
Pears, Nanking, 140 120
" Punt, 50 40
Pine-apples, Punt, each 60 50
Plantains, common, catty 30 20
" fragrant, 40 30
Plums, Dark-red, 60 50
" Yellow, 50 40
" Green, 50 40
Prunes, Dried, bottle 300 250
Pumelos or Shaddock, Canton, ea. 100 80
Raisins, Muscatel, bottle 750 600
" lb. 200 150
Salibury Seeds, Pak-ko, catty 70 50
Sugar Cane, stick 30 20
Tamarinds, catty 60 50
Walnuts, 110 100
Water Chestnuts, Canton, 60 50

Miscellaneous.

Allspice, Chinese, bottle 200 —
" English, 750 500
Barley, ploul 1600 1500
Beans, ploul 1500 1400
Butter, lb. 600 500
Candied Orange Peel, bottle 750 700
" Lemon, 750 700
Capers, 250 220
Charcoal, ploul 1080 1000
Cheese, American, lb. 400 350
Chinamon, catty 300 250
Citron, 160 150
Cloves, 700 500
Coconut Oil, bottle 180 150
Coffee, lb. 230 200
Curry Powder, bottle 500 250
Firewood, ploul 400 350
Flour, catty 40 30
Gram, ploul 3000 2750
Ial glass, pkg. 750 —
Lamp Oil, catty 90 80
Macaroni, box 125 1000
Mace, catty 750 —
Mango/Chutney, bottle 500 300
Mustard, 180 160
Nutmegs, each 10 8
Olives, bottle 250 200
Paddy, ploul 1600 1500
Pearl Barley, bottle 220 180
Pepper (whole), catty 270 220
" (ground) bottle 250 200
Pickles, 200 160
Rice, catty 40 35
Sago, 100 80
Salt Oil, 250 180
Salt, Coarse, 10 —
" Fine, 20 15
W. QUINCY, Acting Inspector of Markets.

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